CHANGE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

7110.10S CHG 3

SUBJ: FLIGHT SERVICES

1. PURPOSE. This change transmits revised pages to Order 7110.10S, Flight Services.

2. DISTRIBUTION. This change is distributed to select offices in Washington headquarters, regional offices, the William J. Hughes Technical Center, and the Mike Monroney Aeronautical Center; to all air traffic field facilities and international aviation field offices; and to interested aviation public.

3. EFFECTIVE DATE. August 30, 2007.

4. EXPLANATION OF CHANGES. See the Explanation of Changes attachment which has editorial corrections and changes submitted through normal procedures.

5. DISPOSITION OF TRANSMITTAL. Retain this transmittal until superseded by a new basic order.

6. PAGE CONTROL CHART. See the Page Control Chart attachment.

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Initiated By: AJR-0
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EXPLANATION OF CHANGES

Direct questions through appropriate facility/service center office staff to the Office of Primary Responsibility (OPR)

a. 8-4-1. ALNOT

This editorial change corrects the contact and phone information for ensuring delivery and answering any inquiries on ALNOT messages.

b. 9-7-1. GENERAL,
9-7-2. DISTRIBUTION, and
9-7-3. SEVERE WEATHER OUTLOOK NARRATIVE (AC)

This editorial change corrects the name, location, and identifier for severe weather transmission.

c. 9-10-1. GENERAL,
9-11-1. GENERAL

This editorial change corrects the name of the Central Flow Weather Service Unit and Center Flow Control Function.

d. Editorial/format changes were made where necessary. Revision bars were not used because of the insignificant nature of these changes.

PAGE CONTROL CHART

REMOVE PAGES	DATED	INSERT PAGES	DATED
8–4–1	2/16/06	8–4–1	8/30/07
8–4–2	2/16/06	8–4–2	2/16/06
9–7–1	2/16/06	9–7–1	8/30/07
9–10–1	3/15/07	9–10–1	8/30/07
9–10–2	3/15/07	9–10–2	3/15/07
9–11–1	2/16/06	9–11–1	8/30/07
9–11–2	3/15/07	9–11–2	8/30/07
PCG–1	3/15/07	PCG–1	8/30/07
PCG A–7 through A–10	8/3/06	PCG A–7 through A–10	8/30/07
PCG A–13 and A–14	8/3/06	PCG A–13 and A–14	8/30/07
PCG C–3	3/15/07	PCG C–3	3/15/07
PCG C–4 through C–6	2/16/06	PCG C–4 through C–6	8/30/07
PCG C–7	8/3/06	PCG C–7	8/30/07
PCG C–8	2/16/06	PCG C–8	2/16/06
PCG D–3 and D–4	2/16/06	PCG D–3 and D–4	8/30/07
PCG S–3	8/3/06	PCG S–3	8/30/07
PCG S–4	8/3/06	PCG S–4	8/3/06

Section 4. Alert Notices (ALNOTs)

8–4–1. ALNOT

If the replies to the INREQ are negative, or if the aircraft is not located within 1 hour after transmission of the INREQ, whichever occurs first, the destination station shall transmit an ALNOT.

a. Address ALNOT messages to your Regional Operations Center and those facilities within the search area. In addition, address the DUAT vendors and RCC using the collective address KSARYCYX. The search area is normally that area extending 50 miles on either side of the proposed route of flight from the last reported position to the destination. The search area may be expanded to the maximum range of the aircraft at the request of the RCC or by the destination station. If the departure airport, route of flight, destination airport, or alternate airports are within 50 miles of the Great Lakes, include Cleveland AFSS as an addressee. They will relay to the Cleveland RCC.

b. Alaska. Address to PANCYGYX, PANCYAYX, and KSARYCYX. (Only AFSSs/FSSs in the ALNOT search area are required to acknowledge.)

c. Include all information in the ALNOT message that will assist in search activities (same as INREQ plus any additional information received).

EXAMPLE–
AISR
SS (appropriate ARTCC circuit codes as identified in subpara 10–1–4c, other addresses as identified in subpara 8–4–1a and KSARYCYX)
DTG KRDUYFYX
ALNOT N12345 BE36/R 150 RDU D1840 75
RDU EWN FEXHA 2140
CLARENCE E. NEWBERN
601 E 12TH MKC 555–123–4567 2 POB
BROWN/TAN (any other information available)

M1FC
ORIGIN:RDU PRECEDENCE:SS TIME: ACK:N
ADDR:(appropriate ARTCC circuit code as identified in subpara 10–1–4c, other addresses as identified in subpara 8–4–1a and KSARYCYX
TEXT:ALNOT N12345 FR:V AT:C172/T TS:100
DD:EQY TM:D291445 AE:035 RT:EQY..CAE..
ALD..CRG..DAB..ORL..ISM AD:ISM TE:0400
RM:$REFUEL CRG FB:0430 AA: PD:JOHN M.
BROWN DQY 704–555–1212 NB:3 CR:W/R/B
OP: CP:KPIEYFYX TA:291845
A/C ID TIME DEP DESTN
INFLT BRFG: N12345 14:50 EQY ISM
RMKS:AVFP
A/C ID TIME DEP DESTN
INFLT BRFG: N12345 14:00 EQY ISM
RMKS:VNR

NOTE–
OASIS facilities, retrieve data from the history files using the SAR Search dialog box, format the message and transmit using the Transmit Search and Rescue dialog box.

d. Ten minutes after issuance of the ALNOT, call Tyndall AFB to ensure delivery of the ALNOT and to answer any inquiries. (Alaska: Call Fort Richardson, 11th RCC at (907) 428–7230, 800–420–7230, or DSN 317–384–6726.)

NOTE–
RCC (Tyndall AFB) phone numbers are:
800–851–3051 or 850–283–5955.
Defense Switching Network 523–5955.

8–4–2. ACTION UPON RECEIPT OF ALNOT

Upon receipt of an ALNOT, each station whose flight plan area extends into the ALNOT search area shall:

a. Immediately conduct a communications search of those flight plan area airports which fall within the ALNOT search area that could accommodate the aircraft and which were not checked during the INREQ search. Notify the appropriate ATCT facilities. Request the appropriate law enforcement agency to check airports which cannot be contacted otherwise. Stations that have any portion of their incoming calls and/or Service B diverted to another facility shall notify that facility of the ALNOT. The facility receiving diverted traffic shall check their records and advise of any information or contact with the aircraft.

b. Within 1 hour after receipt of the ALNOT, notify the originator of the results or status of the communications search. If the reply contains pertinent information, such as aircraft location or position report, transmit to the destination station. The destination station shall retransmit the information, as necessary, to all original addresses.

EXAMPLE–
AISR
SS KFODYFYX
DTG KANBYFYX
ALNOT N12345 FLD CK INCOMP

AISR
SS KFODYFYX
DTG KANBYFYX
ALNOT N12345 ACFT LCTD OG DHN

M1FC
ORIGIN:GFK PRECEDENCE:SS TIME: ACK:N
ADDR:COU
TEXT:ALNOT N12345 FLD CK
COMPL NEG INFO
ORIGIN:GFK PRECEDENCE:SS TIME: ACK:N
ADDR:COU
TEXT:ALNOT N12345 ACFT LCTD OG DIK

c. Stations within the ALNOT search area shall record the ALNOT. (See Para 2–2–2j, Phraseology.)

d. Request search assistance from aircraft traversing the search area.

8–4–3. REPORTING ALNOT STATUS TO RCC

If the extended communications search fails to locate the aircraft or if 1 hour has elapsed since ALNOT transmission, whichever occurs first, the destination station shall call the RCC and, if appropriate, the Cleveland AFSS, which notifies the Cleveland RCC. Provide all pertinent available information about the overdue aircraft not already provided in the ALNOT to include:

a. Agency and the person calling.

b. Details of the flight plan. If the aircraft was not on a flight plan, include all the facts about the source of the report.

c. Time the last radio transmission was received, by whom, and the frequency used.

d. Last position report.

e. Whether an ELT signal was heard or reported along the route of flight.

f. Action taken and the proposed action by the reporting station.

g. Upon request, furnish positions of other aircraft known to be along or near the route of flight of the missing aircraft.

8–4–4. CANCELLATION OF ALNOT

The ALNOT remains current until the aircraft is located or the search is suspended by the RCC. The ALNOT originator shall then transmit a cancellation message with the location of the aircraft, if appropriate, addressed to all recipients of the ALNOT. Each facility shall notify all previously alerted facilities and agencies of the cancellation.

EXAMPLE–
AISR
SS (appropriate ARTCC circuit codes as identified in subpara 10–1–4c, other addresses as identified in subpara 8–4–1a and KSARYCYX)
DTG KEWNYFYX
ALNOT N12345 CNLD ACFT LCTD JAX

AISR
SS (appropriate ARTCC circuit codes as identified in para 10–1–4c, other addresses as identified in subpara 8–4–1a and KSARYCYX)
DTG KEWNYFYX
ALNOT N1513B CNLD SEARCH SUSPENDED

M1FC
ORIGIN:OLU PRECEDENCE:SS TIME:ACK:N
ADDR:(appropriate ARTCC circuit codes as identified in subpara 10–1–4c, other addressees as identified in subpara 8–4–1a and KSARYCYX)
TEXT:ALNOT Nl5l3B CNLD ACFT LCTD MCK

NOTE–
OASIS facilities, transmit the ALNOT cancellation using the Transmit Search and Rescue dialog box.

Section 7. Severe Weather Forecasts

9–7–1. GENERAL

Severe Weather Forecasts, Bulletins, Status Reports, and Alerts are filed at irregular intervals by the NWS Storm Prediction Center (SPC) in Norman, Oklahoma, and transmitted to WMSC for distribution. The alert (SPC AWW) is a preliminary announcement of a forthcoming severe weather watch and includes all information required for aviation purposes. Stations may obtain the Severe Weather Watch (SPC WW) from WMSC if desired. The WW number is included in the text of the AWW.

9–7–2. DISTRIBUTION

Upon receipt of SPC AWW alert, the WMSC will immediately interrupt the active task on selected Service A circuits and transmit the report. Severe weather status reports (WW–A) are never urgent. These are relayed unscheduled.

9–7–3. SEVERE WEATHER OUTLOOK NARRATIVE (AC)

In addition to Severe Weather Forecast, the Storm Prediction Center will frequently file for transmission a Severe Weather Outlook Narrative, which will contain a brief evaluation of present and expected surface and upper air criteria conducive to severe local storms. These are assigned report type “AC.”

Section 10. Meteorological Impact Statement (MIS)

9–10–1. GENERAL

A Meteorological Impact Statement (MIS) is an unscheduled planning forecast. It is an air traffic oriented forecast intended for ARTCC, Air Traffic Control System Command Center Weather Unit (DCCWU), Air Traffic Control System Command Center (ATCSCC), and hub terminal air traffic facility specialists responsible for making flow control and flow control–related decisions. It enables these specialists to include the impact of expected, specified local and/or national weather conditions in making these decisions.

9–10–2. CRITERIA

a. The MIS describes adverse weather conditions which are expected to begin generally within 4–to–12 hours after the statement's issuance. It can also describe conditions existing when the CWSU begins daily operations if the existing conditions will continue for at least 3 hours, or it can describe conditions existing at the time a briefing is issued. As a minimum, an MIS will be issued when:

1. Any of the following conditions occur or are forecast to occur:

(a) Conditions meeting Convective SIGMET criteria. (See the Weather Service Operations Manual (WSOM), Chapter D–22.)

(b) Moderate or greater icing.

(c) Moderate or greater turbulence.

(d) Heavy precipitation.

(e) Freezing precipitation.

(f) Conditions at, or approaching, low IFR. (See WSOM, Chapter D–21.)

(g) Surface winds, including gusts of 30 knots or greater.

(h) Low level wind shear (within 2,000 feet of the surface).

(i) Volcanic ash, dust storms, or sandstorms.

2. The above conditions will, in the forecaster's judgment, impact the flow of air traffic within the ARTCC area of responsibility.

3. The forecast lead time (the time between the issuance of an MIS and the onset of the phenomenon), in the forecaster's judgment, is sufficient to make the issuance of a CWA premature or unnecessary.

b. The MIS will describe the location of the phenomenon using ARTCC relevant points of reference, such as VORs, and will include the height, extent, intensity, and movement of the phenomenon. MISs will be numbered sequentially, beginning at midnight local time each day. Forecasters should be aware that the MIS is disseminated and stored as a replaceable product. This means that each MIS issuance must contain all of the pertinent and known details of the conditions meeting MIS issuance criteria including the continuing conditions described in previously issued MISs.

c. The format of the MIS communications header is: (ARTCC designator) MIS (issuance number) VALID (issuance date/time–valid until date/time in UTC)/..FOR ATC PLANNING PURPOSES ONLY.. /(text).

EXAMPLE–
ZJX MIS 02 VALID 111345–120100
..FOR ATC PLANNING PURPOSES ONLY..
SCT TSTMS WITH HVY PCPN ALG N/S RTES S OF ILM AND E OF SAV/OMN LN DVLPG BY 16Z MAX TOPS 350/400. ELSW ZJX AREA TSTMS WITH HVY PCPN FRMG IN SHRT LNS OR CLUSTERS AFT 17Z WITH FEW RCHG EXTRM. CELLS MOVG GENLY SEWD 10 KTS CONT THRU 00Z CONDS LWRG OCNLY TO LIFR IN HVY PCPN AFT 17Z.

NOTE–
The format of the MIS communications header must be followed exactly if the product is to be distributed through AISR.

9–10–3. DISTRIBUTION

The MIS will be distributed to ARTCC area supervisors and traffic management coordinators and will be entered through FAA AISR and other communications media to make it available for dissemination to other FAA and NWS facilities, including adjacent CWSUs and locally designated hub terminal facilities. Distribution may be made directly by the CWSU meteorologist or through the weather coordinator position. When a MIS is issued concurrently with a briefing, the MIS will be distributed through those

media to facilities mentioned above which do not receive an alphanumeric version of the briefing's contents.

Section 11. Center Weather Advisory (CWA)

9–11–1. GENERAL

A Center Weather Advisory (CWA) is an unscheduled weather advisory. It is issued for the guidance of ARTCC personnel, designated FAA facilities, Air Traffic Control System Command Center Weather Unit (DCCWU) meteorologists, and air crews inflight to anticipate or avoid adverse weather conditions in terminal and en route environments.

9–11–2. CRITERIA

a. The CWA is not a flight planning document. By nature of its short lead time, it reflects weather conditions in existence at the time of issuance or conditions beginning within the next 2 hours. If conditions are expected to persist beyond the time of the valid period and/or if conditions extend beyond the ARTCC area, statements to this effect should be included in the text. The CWSU will issue a CWA:

1. When necessary as a supplement to an existing WS (including WSTs), to an existing WA, or to an existing FA section. The issuance of a CWA under these circumstances should be limited to occasions when, in the judgment of the CWSU meteorologist, real time information adequately supports the issuance of a redefining statement update or advanced amendment. Such real time information regarding the phenomenon covered by a NAWAU product may be pilot reports, radar satellite, or information from other sources. The purpose of the CWA, under these circumstances, is to improve or to update the definition of the phenomenon in terms of relevance to users in the ARTCC area regarding the phenomenon's location, movement, extent, and intensity. A CWA, for example, describing an IFR WAs area of low IFR (LIFR) conditions in terms of ARTCC reference points would be a valid redefinition of the location and intensity relevant to the ARTCC's area and would meet documented requirements.

2. When an inflight advisory has not yet been issued, but the observed or expected weather conditions meet WS or WA criteria based on current pilot reports and reinforced by other sources of information concerning existing meteorological conditions. In this situation, the CWSU meteorologist should call the appropriate forecaster at the NAWAU or appropriate Alaska WSFO. If the CWSU forecaster determines that it is necessary to issue a CWA to allow lead time while the WS/WA is being prepared, the CWA will be issued, and the CWA should indicate that a WS/WA will be issued shortly.

3. The CWSU meteorologist may issue a CWA when observed, or developing weather conditions do not meet WS (including WST) or WA criteria but current pilot reports or other weather information sources indicate that an existing, or anticipated, meteorological phenomena will adversely affect the safe flow of air traffic within the ARTCC area of responsibility. In this situation, the data available must be sufficient, in the judgment of the CWSU meteorologist, to support both the issuance of such an advisory and, if necessary, its continuation.

b. The CWA will describe the location of the phenomenon using ARTCC relevant points of reference, such as VORs, and will include the height, extent, intensity, and movement of the phenomenon. Each CWA will have a phenomenon number (1 through 6) immediately following the ARTCC identifier in the CWA message heading. A separate phenomenon number will be assigned to each meteorologically distinct condition or group of conditions, such as jetstream clear air turbulence or LIFR/icing conditions northwest of a low pressure center. The use of phenomenon numbers make it possible to store and disseminate up to six unrelated CWA conditions with each condition capable of being updated. Forecasters should be aware that the CWA is stored and disseminated as a replaceable product. This means that each subsequent CWA issuance must contain all the pertinent and known details of the conditions meeting CWA issuance criteria, including the continuing conditions described in the previously issued CWAs. CWAs will also be numbered sequentially, beginning at midnight local time each day. The sequential CWA issuance number will be followed by the related two–digit, alphanumeric designator for inflight advisories in effect if applicable. The CWA communications heading will also contain the CWA date/time of issuance in UTC and the "valid until" date/time in UTC. The difference between these two times will not exceed 2 hours.

c. The format of the CWA communications header is: (ARTCC designator)(phenomenon number) CWA (date/time issued in UTC)/(ARTCC designator) CWA (issuance number) VALID UNTIL (date/time in UTC)/(FROM) (affected area)/(text).

EXAMPLE–

ZOB1 CWA 032141
ZOB CWA 101 VALID UNTIL 032300
FROM 10S DET TO 40N DJB TO 40E SBN TO 80SE MKG LN SEV TSTMS WITH EXTRM PCPN MOVG FROM 2525 3/4 INCH HAIL RPRTD LAST 5 MINS 20 SW YIP. TSTMS WITH HVY TO EXTRM PCPN CONTG DTW AREA BYD 2300

ZKC1 CWA 121528
ZKC CWA 102 VALID UNTIL 121728
STL DIAM 30 NM. NMRS RPTS OF MOD TO SEV ICG 080/090.. LGT OR NEG ICG RPTD 040/120 RMNDR OF ZKC AREA AND NE OF AREA.

NOTE–
The format of the CWA communications header must be followed exactly if the product is to be distributed through the AISR.

9–11–3. DISTRIBUTION

The CWA will be distributed to ARTCC area supervisors and traffic management coordinators and will be entered through FAA AISR and other communications media to make it available for dissemination to other FAA and NWS facilities. Distribution may be made directly by the CWSU meteorologist or through the weather coordinator position.

PILOT/CONTROLLER GLOSSARY

PURPOSE

a. This Glossary was compiled to promote a common understanding of the terms used in the Air Traffic Control system. It includes those terms which are intended for pilot/controller communications. Those terms most frequently used in pilot/controller communications are printed in ***bold italics***. The definitions are primarily defined in an operational sense applicable to both users and operators of the National Airspace System. Use of the Glossary will preclude any misunderstandings concerning the system's design, function, and purpose.

b. Because of the international nature of flying, terms used in the Lexicon, published by the International Civil Aviation Organization (ICAO), are included when they differ from FAA definitions. These terms are followed by "[ICAO]." For the reader's convenience, there are also cross references to related terms in other parts of the Glossary and to other documents, such as the Code of Federal Regulations (CFR) and the Aeronautical Information Manual (AIM).

c. This Glossary will be revised, as necessary, to maintain a common understanding of the system.

EXPLANATION OF CHANGES

a. Terms Added:
AIRPORT STREAM FILTER (ASF)
COMPLY WITH RESTRICTIONS
DIRECTLY BEHIND

b. Terms Modified:
SEVERE WEATHER FORECAST ALERTS

c. Terms Deleted:
ARRIVAL STREAM FILTERS (ASF)

d. Editorial/format changes were made where necessary. Revision bars were not used due to the insignificant nature of the changes.

AIRMEN'S METEOROLOGICAL INFORMATION-

(See AIRMET.)

AIRMET- In-flight weather advisories issued only to amend the area forecast concerning weather phenomena which are of operational interest to all aircraft and potentially hazardous to aircraft having limited capability because of lack of equipment, instrumentation, or pilot qualifications. AIRMETs concern weather of less severity than that covered by SIGMETs or Convective SIGMETs. AIRMETs cover moderate icing, moderate turbulence, sustained winds of 30 knots or more at the surface, widespread areas of ceilings less than 1,000 feet and/or visibility less than 3 miles, and extensive mountain obscurement.

(See AWW.)
(See CONVECTIVE SIGMET.)
(See CWA.)
(See SIGMET.)
(Refer to AIM.)

AIRPORT- An area on land or water that is used or intended to be used for the landing and takeoff of aircraft and includes its buildings and facilities, if any.

AIRPORT ADVISORY AREA- The area within ten miles of an airport without a control tower or where the tower is not in operation, and on which a Flight Service Station is located.

(See LOCAL AIRPORT ADVISORY.)
(Refer to AIM.)

AIRPORT ARRIVAL RATE (AAR)- A dynamic input parameter specifying the number of arriving aircraft which an airport or airspace can accept from the ARTCC per hour. The AAR is used to calculate the desired interval between successive arrival aircraft.

AIRPORT DEPARTURE RATE (ADR)- A dynamic parameter specifying the number of aircraft which can depart an airport and the airspace can accept per hour.

AIRPORT ELEVATION- The highest point of an airport's usable runways measured in feet from mean sea level.

(See TOUCHDOWN ZONE ELEVATION.)
(See ICAO term AERODROME ELEVATION.)

AIRPORT/FACILITY DIRECTORY- A publication designed primarily as a pilot's operational manual containing all airports, seaplane bases, and heliports open to the public including communications data, navigational facilities, and certain special notices and procedures. This publication is issued in seven volumes according to geographical area.

AIRPORT LIGHTING- Various lighting aids that may be installed on an airport. Types of airport lighting include:

a. Approach Light System (ALS)- An airport lighting facility which provides visual guidance to landing aircraft by radiating light beams in a directional pattern by which the pilot aligns the aircraft with the extended centerline of the runway on his/her final approach for landing. Condenser-Discharge Sequential Flashing Lights/Sequenced Flashing Lights may be installed in conjunction with the ALS at some airports. Types of Approach Light Systems are:

1. ALSF-1- Approach Light System with Sequenced Flashing Lights in ILS Cat-I configuration.

2. ALSF-2- Approach Light System with Sequenced Flashing Lights in ILS Cat-II configuration. The ALSF-2 may operate as an SSALR when weather conditions permit.

3. SSALF- Simplified Short Approach Light System with Sequenced Flashing Lights.

4. SSALR- Simplified Short Approach Light System with Runway Alignment Indicator Lights.

5. MALSF- Medium Intensity Approach Light System with Sequenced Flashing Lights.

6. MALSR- Medium Intensity Approach Light System with Runway Alignment Indicator Lights.

7. LDIN- Lead-in-light system- Consists of one or more series of flashing lights installed at or near ground level that provides positive visual guidance along an approach path, either curving or straight, where special problems exist with hazardous terrain, obstructions, or noise abatement procedures.

8. RAIL- Runway Alignment Indicator Lights- Sequenced Flashing Lights which are installed only in combination with other light systems.

9. ODALS- Omnidirectional Approach Lighting System consists of seven omnidirectional flashing lights located in the approach area of a nonprecision runway. Five lights are located on the runway centerline extended with the first light located 300 feet from the threshold and extending at equal intervals up to 1,500 feet from the threshold. The other two lights are located, one on each side of the runway threshold, at a lateral distance of 40 feet

from the runway edge, or 75 feet from the runway edge when installed on a runway equipped with a VASI.

(Refer to FAAO 6850.2, VISUAL GUIDANCE LIGHTING SYSTEMS.)

b. Runway Lights/Runway Edge Lights- Lights having a prescribed angle of emission used to define the lateral limits of a runway. Runway lights are uniformly spaced at intervals of approximately 200 feet, and the intensity may be controlled or preset.

c. Touchdown Zone Lighting- Two rows of transverse light bars located symmetrically about the runway centerline normally at 100 foot intervals. The basic system extends 3,000 feet along the runway.

d. Runway Centerline Lighting- Flush centerline lights spaced at 50-foot intervals beginning 75 feet from the landing threshold and extending to within 75 feet of the opposite end of the runway.

e. Threshold Lights- Fixed green lights arranged symmetrically left and right of the runway centerline, identifying the runway threshold.

f. Runway End Identifier Lights (REIL)- Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway.

g. Visual Approach Slope Indicator (VASI)- An airport lighting facility providing vertical visual approach slope guidance to aircraft during approach to landing by radiating a directional pattern of high intensity red and white focused light beams which indicate to the pilot that he/she is "on path" if he/she sees red/white, "above path" if white/white, and "below path" if red/red. Some airports serving large aircraft have three-bar VASIs which provide two visual glide paths to the same runway.

h. Precision Approach Path Indicator (PAPI)- An airport lighting facility, similar to VASI, providing vertical approach slope guidance to aircraft during approach to landing. PAPIs consist of a single row of either two or four lights, normally installed on the left side of the runway, and have an effective visual range of about 5 miles during the day and up to 20 miles at night. PAPIs radiate a directional pattern of high intensity red and white focused light beams which indicate that the pilot is "on path" if the pilot sees an equal number of white lights and red lights, with white to the left of the red; "above path" if the pilot sees more white than red lights; and "below path" if the pilot sees more red than white lights.

i. Boundary Lights- Lights defining the perimeter of an airport or landing area.

(Refer to AIM.)

AIRPORT MARKING AIDS- Markings used on runway and taxiway surfaces to identify a specific runway, a runway threshold, a centerline, a hold line, etc. A runway should be marked in accordance with its present usage such as:

a. Visual.

b. Nonprecision instrument.

c. Precision instrument.

(Refer to AIM.)

AIRPORT REFERENCE POINT (ARP)- The approximate geometric center of all usable runway surfaces.

AIRPORT RESERVATION OFFICE- Office responsible for monitoring the operation of the high density rule. Receives and processes requests for IFR -operations at high density traffic airports.

AIRPORT ROTATING BEACON- A visual NAVAID operated at many airports. At civil airports, alternating white and green flashes indicate the location of the airport. At military airports, the beacons flash alternately white and green, but are differentiated from civil beacons by dualpeaked (two quick) white flashes between the green flashes.

(See INSTRUMENT FLIGHT RULES.)
(See SPECIAL VFR OPERATIONS.)
(See ICAO term AERODROME BEACON.)
(Refer to AIM.)

AIRPORT STREAM FILTER (ASF)- An on/off filter that allows the conflict notification function to be inhibited for arrival streams into single or multiple airports to prevent nuisance alerts.

AIRPORT SURFACE DETECTION EQUIPMENT (ASDE)- Surveillance equipment specifically designed to detect aircraft, vehicular traffic, and other objects, on the surface of an airport, and to present the image on a tower display. Used to augment visual observation by tower personnel of aircraft and/or vehicular movements on runways and taxiways. There are three ASDE systems deployed in the NAS:

a. ASDE-3- a Surface Movement Radar.

b. ASDE-X- a system that uses a X-band Surface Movement Radar and multilateration. Data from

these two sources are fused and presented on a digital display.

c. ASDE-3X- an ASDE-X system that uses the ASDE-3 Surface Movement Radar.

AIRPORT SURVEILLANCE RADAR- Approach control radar used to detect and display an aircraft's position in the terminal area. ASR provides range and azimuth information but does not provide elevation data. Coverage of the ASR can extend up to 60 miles.

AIRPORT TAXI CHARTS-
(See AERONAUTICAL CHART.)

AIRPORT TRAFFIC CONTROL SERVICE- A service provided by a control tower for aircraft operating on the movement area and in the vicinity of an airport.
(See MOVEMENT AREA.)
(See TOWER.)
(See ICAO term AERODROME CONTROL SERVICE.)

AIRPORT TRAFFIC CONTROL TOWER-
(See TOWER.)

AIRSPACE CONFLICT- Predicted conflict of an aircraft and active Special Activity Airspace (SAA).

AIRSPACE FLOW PROGRAM (AFP)- AFP is a Traffic Management (TM) process administered by the Air Traffic Control System Command Center (ATCSCC) where aircraft are assigned an Expect Departure Clearance Time (EDCT) in order to manage capacity and demand for a specific area of the National Airspace System (NAS). The purpose of the program is to mitigate the effects of en route constraints. It is a flexible program and may be implemented in various forms depending upon the needs of the air traffic system.

AIRSPACE HIERARCHY- Within the airspace classes, there is a hierarchy and, in the event of an overlap of airspace: Class A preempts Class B, Class B preempts Class C, Class C preempts Class D, Class D preempts Class E, and Class E preempts Class G.

AIRSPEED- The speed of an aircraft relative to its surrounding air mass. The unqualified term "airspeed" means one of the following:

a. Indicated Airspeed- The speed shown on the aircraft airspeed indicator. This is the speed used in pilot/controller communications under the general term "airspeed."
(Refer to 14 CFR Part 1.)

b. True Airspeed- The airspeed of an aircraft relative to undisturbed air. Used primarily in flight planning and en route portion of flight. When used in pilot/controller communications, it is referred to as "true airspeed" and not shortened to "airspeed."

AIRSTART- The starting of an aircraft engine while the aircraft is airborne, preceded by engine shutdown during training flights or by actual engine failure.

AIRWAY- A Class E airspace area established in the form of a corridor, the centerline of which is defined by radio navigational aids.
(See FEDERAL AIRWAYS.)
(See ICAO term AIRWAY.)
(Refer to 14 CFR Part 71.)
(Refer to AIM.)

AIRWAY [ICAO]- A control area or portion thereof established in the form of corridor equipped with radio navigational aids.

AIRWAY BEACON- Used to mark airway segments in remote mountain areas. The light flashes Morse Code to identify the beacon site.
(Refer to AIM.)

AIT-
(See AUTOMATED INFORMATION TRANSFER.)

ALERFA (Alert Phase) [ICAO]- A situation wherein apprehension exists as to the safety of an aircraft and its occupants.

ALERT- A notification to a position that there is an aircraft-to-aircraft or aircraft-to-airspace conflict, as detected by Automated Problem Detection (APD).

ALERT AREA-
(See SPECIAL USE AIRSPACE.)

ALERT NOTICE- A request originated by a flight service station (FSS) or an air route traffic control center (ARTCC) for an extensive communication search for overdue, unreported, or missing aircraft.

ALERTING SERVICE- A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid and assist such organizations as required.

ALNOT-
(See ALERT NOTICE.)

ALONG-TRACK DISTANCE (ATD)- The distance measured from a point-in-space by systems using

area navigation reference capabilities that are not subject to slant range errors.

ALPHANUMERIC DISPLAY- Letters and numerals used to show identification, altitude, beacon code, and other information concerning a target on a radar display.

(See AUTOMATED RADAR TERMINAL SYSTEMS.)

ALTERNATE AERODROME [ICAO]- An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing.

Note: The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for the flight.

ALTERNATE AIRPORT- An airport at which an aircraft may land if a landing at the intended airport becomes inadvisable.

(See ICAO term ALTERNATE AERODROME.)

ALTIMETER SETTING- The barometric pressure reading used to adjust a pressure altimeter for variations in existing atmospheric pressure or to the standard altimeter setting (29.92).

(Refer to 14 CFR Part 91.)

(Refer to AIM.)

ALTITUDE- The height of a level, point, or object measured in feet Above Ground Level (AGL) or from Mean Sea Level (MSL).

(See FLIGHT LEVEL.)

a. MSL Altitude- Altitude expressed in feet measured from mean sea level.

b. AGL Altitude- Altitude expressed in feet measured above ground level.

c. Indicated Altitude- The altitude as shown by an altimeter. On a pressure or barometric altimeter it is altitude as shown uncorrected for instrument error and uncompensated for variation from standard atmospheric conditions.

(See ICAO term ALTITUDE.)

ALTITUDE [ICAO]- The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).

ALTITUDE READOUT- An aircraft's altitude, transmitted via the Mode C transponder feature, that is visually displayed in 100-foot increments on a radar scope having readout capability.

(See ALPHANUMERIC DISPLAY.)

(See AUTOMATED RADAR TERMINAL SYSTEMS.)

(Refer to AIM.)

ALTITUDE RESERVATION- Airspace utilization under prescribed conditions normally employed for the mass movement of aircraft or other special user requirements which cannot otherwise be accomplished. ALTRVs are approved by the appropriate FAA facility.

(See AIR TRAFFIC CONTROL SYSTEM COMMAND CENTER.)

ALTITUDE RESTRICTION- An altitude or altitudes, stated in the order flown, which are to be maintained until reaching a specific point or time. Altitude restrictions may be issued by ATC due to traffic, terrain, or other airspace considerations.

ALTITUDE RESTRICTIONS ARE CANCELED- Adherence to previously imposed altitude restrictions is no longer required during a climb or descent.

ALTRV-

(See ALTITUDE RESERVATION.)

AMVER-

(See AUTOMATED MUTUAL-ASSISTANCE VESSEL RESCUE SYSTEM.)

APB-

(See AUTOMATED PROBLEM DETECTION BOUNDARY.)

APD-

(See AUTOMATED PROBLEM DETECTION.)

APDIA-

(See AUTOMATED PROBLEM DETECTION INHIBITED AREA.)

APPROACH CLEARANCE- Authorization by ATC for a pilot to conduct an instrument approach. The type of instrument approach for which a clearance and other pertinent information is provided in the approach clearance when required.

(See CLEARED APPROACH.)

(See INSTRUMENT APPROACH PROCEDURE.)

(Refer to AIM.)

(Refer to 14 CFR Part 91.)

by a line extending from the IF through the FAF to the arc.

ARINC- An acronym for Aeronautical Radio, Inc., a corporation largely owned by a group of airlines. ARINC is licensed by the FCC as an aeronautical station and contracted by the FAA to provide communications support for air traffic control and meteorological services in portions of international airspace.

ARMY AVIATION FLIGHT INFORMATION BULLETIN- A bulletin that provides air operation data covering Army, National Guard, and Army Reserve aviation activities.

ARO-
(See AIRPORT RESERVATION OFFICE.)

ARRESTING SYSTEM- A safety device consisting of two major components, namely, engaging or catching devices and energy absorption devices for the purpose of arresting both tailhook and/or nontailhook-equipped aircraft. It is used to prevent aircraft from overrunning runways when the aircraft cannot be stopped after landing or during aborted takeoff. Arresting systems have various names; e.g., arresting gear, hook device, wire barrier cable.
(See ABORT.)
(Refer to AIM.)

ARRIVAL AIRCRAFT INTERVAL- An internally generated program in hundredths of minutes based upon the AAR. AAI is the desired optimum interval between successive arrival aircraft over the vertex.

ARRIVAL CENTER- The ARTCC having jurisdiction for the impacted airport.

ARRIVAL DELAY- A parameter which specifies a period of time in which no aircraft will be metered for arrival at the specified airport.

ARRIVAL SECTOR- An operational control sector containing one or more meter fixes.

ARRIVAL SECTOR ADVISORY LIST- An ordered list of data on arrivals displayed at the PVD/MDM of the sector which controls the meter fix.

ARRIVAL SEQUENCING PROGRAM- The automated program designed to assist in sequencing aircraft destined for the same airport.

ARRIVAL TIME- The time an aircraft touches down on arrival.

ARSR-
(See AIR ROUTE SURVEILLANCE RADAR.)

ARTCC-
(See AIR ROUTE TRAFFIC CONTROL CENTER.)

ARTS-
(See AUTOMATED RADAR TERMINAL SYSTEMS.)

ASDA-
(See ACCELERATE-STOP DISTANCE AVAILABLE.)

ASDA [ICAO]-
(See ICAO Term ACCELERATE-STOP DISTANCE AVAILABLE.)

ASDE-
(See AIRPORT SURFACE DETECTION EQUIPMENT.)

ASF-
(See AIRPORT STREAM FILTER.)

ASLAR-
(See AIRCRAFT SURGE LAUNCH AND RECOVERY.)

ASP-
(See ARRIVAL SEQUENCING PROGRAM.)

ASR-
(See AIRPORT SURVEILLANCE RADAR.)

ASR APPROACH-
(See SURVEILLANCE APPROACH.)

ASSOCIATED- A radar target displaying a data block with flight identification and altitude information.
(See UNASSOCIATED.)

ATC-
(See AIR TRAFFIC CONTROL.)

ATC ADVISES- Used to prefix a message of noncontrol information when it is relayed to an aircraft by other than an air traffic controller.
(See ADVISORY.)

ATC ASSIGNED AIRSPACE- Airspace of defined vertical/lateral limits, assigned by ATC, for the purpose of providing air traffic segregation between the specified activities being conducted within the assigned airspace and other IFR air traffic.

(See SPECIAL USE AIRSPACE.)

ATC CLEARANCE-

(See AIR TRAFFIC CLEARANCE.)

ATC CLEARS- Used to prefix an ATC clearance when it is relayed to an aircraft by other than an air traffic controller.

ATC INSTRUCTIONS- Directives issued by air traffic control for the purpose of requiring a pilot to take specific actions; e.g., "Turn left heading two five zero," "Go around," "Clear the runway."

(Refer to 14 CFR Part 91.)

ATC PREFERRED ROUTE NOTIFICATION- URET notification to the appropriate controller of the need to determine if an ATC preferred route needs to be applied, based on destination airport.

(See ROUTE ACTION NOTIFICATION.)

(See USER REQUEST EVALUATION TOOL.)

ATC PREFERRED ROUTES- Preferred routes that are not automatically applied by Host.

ATC REQUESTS- Used to prefix an ATC request when it is relayed to an aircraft by other than an air traffic controller.

ATCAA-

(See ATC ASSIGNED AIRSPACE.)

ATCRBS-

(See RADAR.)

ATCSCC-

(See AIR TRAFFIC CONTROL SYSTEM COMMAND CENTER.)

ATCT-

(See TOWER.)

ATD-

(See ALONG-TRACK DISTANCE.)

ATIS-

(See AUTOMATIC TERMINAL INFORMATION SERVICE.)

ATIS [ICAO]-

(See ICAO Term AUTOMATIC TERMINAL INFORMATION SERVICE.)

ATS ROUTE [ICAO]- A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services.

Note: The term "ATS Route" is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure, etc.

AUTOLAND APPROACH- An autoland approach is a precision instrument approach to touchdown and, in some cases, through the landing rollout. An autoland approach is performed by the aircraft autopilot which is receiving position information and/or steering commands from onboard navigation equipment.

Note: Autoland and coupled approaches are flown in VFR and IFR. It is common for carriers to require their crews to fly coupled approaches and autoland approaches (if certified) when the weather conditions are less than approximately 4,000 RVR.

(See COUPLED APPROACH.)

AUTOMATED INFORMATION TRANSFER- A precoordinated process, specifically defined in facility directives, during which a transfer of altitude control and/or radar identification is accomplished without verbal coordination between controllers using information communicated in a full data block.

AUTOMATED MUTUAL-ASSISTANCE VESSEL RESCUE SYSTEM- A facility which can deliver, in a matter of minutes, a surface picture (SURPIC) of vessels in the area of a potential or actual search and rescue incident, including their predicted positions and their characteristics.

(See FAAO 7110.65, Para 10-6-4, INFLIGHT CONTINGENCIES.)

AUTOMATED PROBLEM DETECTION (APD)- An Automation Processing capability that compares trajectories in order to predict conflicts.

AUTOMATED PROBLEM DETECTION BOUNDARY (APB)- The adapted distance beyond a facilities boundary defining the airspace within which URET performs conflict detection.

(See USER REQUEST EVALUATION TOOL.)

AUTOMATED PROBLEM DETECTION INHIBITED AREA (APDIA)- Airspace surrounding a terminal area within which APD is inhibited for all flights within that airspace.

AUTOMATED RADAR TERMINAL SYSTEMS (ARTS)- A generic term for several tracking systems included in the Terminal Automation Systems (TAS).

aircraft are held short of the applicable runway holding position marking.

b. A pilot or controller may consider an aircraft, which is exiting or crossing a runway, to be clear of the runway when all parts of the aircraft are beyond the runway edge and there are no restrictions to its continued movement beyond the applicable runway holding position marking.

c. Pilots and controllers shall exercise good judgement to ensure that adequate separation exists between all aircraft on runways and taxiways at airports with inadequate runway edge lines or holding position markings.

CLEARANCE–

(See AIR TRAFFIC CLEARANCE.)

CLEARANCE LIMIT– The fix, point, or location to which an aircraft is cleared when issued an air traffic clearance.

(See ICAO term CLEARANCE LIMIT.)

CLEARANCE LIMIT [ICAO]– The point of which an aircraft is granted an air traffic control clearance.

CLEARANCE VOID IF NOT OFF BY (TIME)– Used by ATC to advise an aircraft that the departure clearance is automatically canceled if takeoff is not made prior to a specified time. The pilot must obtain a new clearance or cancel his/her IFR flight plan if not off by the specified time.

(See ICAO term CLEARANCE VOID TIME.)

CLEARANCE VOID TIME [ICAO]– A time specified by an air traffic control unit at which a clearance ceases to be valid unless the aircraft concerned has already taken action to comply therewith.

CLEARED APPROACH– ATC authorization for an aircraft to execute any standard or special instrument approach procedure for that airport. Normally, an aircraft will be cleared for a specific instrument approach procedure.

(See CLEARED (Type of) APPROACH.)
(See INSTRUMENT APPROACH PROCEDURE.)
(Refer to 14 CFR Part 91.)
(Refer to AIM.)

CLEARED (Type of) APPROACH– ATC authorization for an aircraft to execute a specific instrument approach procedure to an airport; e.g., "Cleared ILS Runway Three Six Approach."

(See APPROACH CLEARANCE.)
(See INSTRUMENT APPROACH PROCEDURE.)
(Refer to 14 CFR Part 91.)
(Refer to AIM.)

CLEARED AS FILED– Means the aircraft is cleared to proceed in accordance with the route of flight filed in the flight plan. This clearance does not include the altitude, DP, or DP Transition.

(See REQUEST FULL ROUTE CLEARANCE.)
(Refer to AIM.)

CLEARED FOR TAKEOFF– ATC authorization for an aircraft to depart. It is predicated on known traffic and known physical airport conditions.

CLEARED FOR THE OPTION– ATC authorization for an aircraft to make a touch-and-go, low approach, missed approach, stop and go, or full stop landing at the discretion of the pilot. It is normally used in training so that an instructor can evaluate a student's performance under changing situations.

(See OPTION APPROACH.)
(Refer to AIM.)

CLEARED THROUGH– ATC authorization for an aircraft to make intermediate stops at specified airports without refiling a flight plan while en route to the clearance limit.

CLEARED TO LAND– ATC authorization for an aircraft to land. It is predicated on known traffic and known physical airport conditions.

CLEARWAY– An area beyond the takeoff runway under the control of airport authorities within which terrain or fixed obstacles may not extend above specified limits. These areas may be required for certain turbine-powered operations and the size and upward slope of the clearway will differ depending on when the aircraft was certificated.

(Refer to 14 CFR Part 1.)

CLIMB TO VFR– ATC authorization for an aircraft to climb to VFR conditions within Class B, C, D, and E surface areas when the only weather limitation is restricted visibility. The aircraft must remain clear of clouds while climbing to VFR.

(See SPECIAL VFR CONDITIONS.)
(Refer to AIM.)

CLIMBOUT– That portion of flight operation between takeoff and the initial cruising altitude.

CLOSE PARALLEL RUNWAYS- Two parallel runways whose extended centerlines are separated by less than 4,300 feet, having a Precision Runway Monitoring (PRM) system that permits simultaneous independent ILS approaches.

CLOSED RUNWAY- A runway that is unusable for aircraft operations. Only the airport management/ military operations office can close a runway.

CLOSED TRAFFIC- Successive operations involving takeoffs and landings or low approaches where the aircraft does not exit the traffic pattern.

CLOUD- A cloud is a visible accumulation of minute water droplets and/or ice particles in the atmosphere above the Earth's surface. Cloud differs from ground fog, fog, or ice fog only in that the latter are, by definition, in contact with the Earth's surface.

CLT-
(See CALCULATED LANDING TIME.)

CLUTTER- In radar operations, clutter refers to the reception and visual display of radar returns caused by precipitation, chaff, terrain, numerous aircraft targets, or other phenomena. Such returns may limit or preclude ATC from providing services based on radar.
(See CHAFF.)
(See GROUND CLUTTER.)
(See PRECIPITATION.)
(See TARGET.)
(See ICAO term RADAR CLUTTER.)

CMNPS-
(See CANADIAN MINIMUM NAVIGATION PERFORMANCE SPECIFICATION AIRSPACE.)

COASTAL FIX- A navigation aid or intersection where an aircraft transitions between the domestic route structure and the oceanic route structure.

CODES- The number assigned to a particular multiple pulse reply signal transmitted by a transponder.
(See DISCRETE CODE.)

COMBINED CENTER-RAPCON- An air traffic facility which combines the functions of an ARTCC and a radar approach control facility.
(See AIR ROUTE TRAFFIC CONTROL CENTER.)
(See RADAR APPROACH CONTROL FACILITY.)

COMMON POINT- A significant point over which two or more aircraft will report passing or have reported passing before proceeding on the same or diverging tracks. To establish/maintain longitudinal separation, a controller may determine a common point not originally in the aircraft's flight plan and then clear the aircraft to fly over the point.
(See SIGNIFICANT POINT.)

COMMON PORTION-
(See COMMON ROUTE.)

COMMON ROUTE- That segment of a North American Route between the inland navigation facility and the coastal fix.

OR

COMMON ROUTE- Typically the portion of a RNAV STAR between the en route transition end point and the runway transition start point; however, the common route may only consist of a single point that joins the en route and runway transitions.

COMMON TRAFFIC ADVISORY FREQUENCY (CTAF)- A frequency designed for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating control tower. The CTAF may be a UNICOM, Multicom, FSS, or tower frequency and is identified in appropriate aeronautical publications.
(Refer to AC 90-42, Traffic Advisory Practices at Airports Without Operating Control Towers.)

COMPASS LOCATOR- A low power, low or medium frequency (L/MF) radio beacon installed at the site of the outer or middle marker of an instrument landing system (ILS). It can be used for navigation at distances of approximately 15 miles or as authorized in the approach procedure.

a. Outer Compass Locator (LOM)- A compass locator installed at the site of the outer marker of an instrument landing system.
(See OUTER MARKER.)

b. Middle Compass Locator (LMM)- A compass locator installed at the site of the middle marker of an instrument landing system.
(See MIDDLE MARKER.)
(See ICAO term LOCATOR.)

COMPASS ROSE- A circle, graduated in degrees, printed on some charts or marked on the ground at an airport. It is used as a reference to either true or magnetic direction.

COMPLY WITH RESTRICTIONS- An ATC instruction that requires an aircraft being vectored

back onto an arrival or departure procedure to comply with all altitude and/or speed restrictions depicted on the procedure. This term may be used in lieu of repeating each remaining restriction that appears on the procedure.

COMPOSITE FLIGHT PLAN- A flight plan which specifies VFR operation for one portion of flight and IFR for another portion. It is used primarily in military operations.

(Refer to AIM.)

COMPOSITE ROUTE SYSTEM- An organized oceanic route structure, incorporating reduced lateral spacing between routes, in which composite separation is authorized.

COMPOSITE SEPARATION- A method of separating aircraft in a composite route system where, by management of route and altitude assignments, a combination of half the lateral minimum specified for the area concerned and half the vertical minimum is applied.

COMPULSORY REPORTING POINTS- Reporting points which must be reported to ATC. They are designated on aeronautical charts by solid triangles or filed in a flight plan as fixes selected to define direct routes. These points are geographical locations which are defined by navigation aids/fixes. Pilots should discontinue position reporting over compulsory reporting points when informed by ATC that their aircraft is in "radar contact."

CONFLICT ALERT- A function of certain air traffic control automated systems designed to alert radar controllers to existing or pending situations between tracked targets (known IFR or VFR aircraft) that require his/her immediate attention/action.

(See MODE C INTRUDER ALERT.)

CONFLICT RESOLUTION- The resolution of potential conflictions between aircraft that are radar identified and in communication with ATC by ensuring that radar targets do not touch. Pertinent traffic advisories shall be issued when this procedure is applied.

Note: This procedure shall not be provided utilizing mosaic radar systems.

CONFORMANCE- The condition established when an aircraft's actual position is within the conformance region constructed around that aircraft at its position, according to the trajectory associated with the aircraft's Current Plan.

CONFORMANCE REGION- A volume, bounded laterally, vertically, and longitudinally, within which an aircraft must be at a given time in order to be in conformance with the Current Plan Trajectory for that aircraft. At a given time, the conformance region is determined by the simultaneous application of the lateral, vertical, and longitudinal conformance bounds for the aircraft at the position defined by time and aircraft's trajectory.

CONSOLAN- A low frequency, long-distance NAVAID used principally for transoceanic navigations.

CONTACT-

a. Establish communication with (followed by the name of the facility and, if appropriate, the frequency to be used).

b. A flight condition wherein the pilot ascertains the attitude of his/her aircraft and navigates by visual reference to the surface.

(See CONTACT APPROACH.)
(See RADAR CONTACT.)

CONTACT APPROACH- An approach wherein an aircraft on an IFR flight plan, having an air traffic control authorization, operating clear of clouds with at least 1 mile flight visibility and a reasonable expectation of continuing to the destination airport in those conditions, may deviate from the instrument approach procedure and proceed to the destination airport by visual reference to the surface. This approach will only be authorized when requested by the pilot and the reported ground visibility at the destination airport is at least 1 statute mile.

(Refer to AIM.)

CONTAMINATED RUNWAY- A runway is considered contaminated whenever standing water, ice, snow, slush, frost in any form, heavy rubber, or other substances are present. A runway is contaminated with respect to rubber deposits or other friction-degrading substances when the average friction value for any 500-foot segment of the runway within the ALD fails below the recommended minimum friction level and the average friction value in the adjacent 500-foot segments falls below the maintenance planning friction level.

CONTERMINOUS U.S.- The 48 adjoining States and the District of Columbia.

CONTINENTAL UNITED STATES- The 49 States located on the continent of North America and the District of Columbia.

CONTINUE- When used as a control instruction should be followed by another word or words clarifying what is expected of the pilot. Example: “continue taxi”, “continue descent”, “continue inbound” etc.

CONTROL AREA [ICAO]- A controlled airspace extending upwards from a specified limit above the earth.

CONTROL SECTOR- An airspace area of defined horizontal and vertical dimensions for which a controller or group of controllers has air traffic control responsibility, normally within an air route traffic control center or an approach control facility. Sectors are established based on predominant traffic flows, altitude strata, and controller workload. Pilot-communications during operations within a sector are normally maintained on discrete frequencies assigned to the sector.

(See DISCRETE FREQUENCY.)

CONTROL SLASH- A radar beacon slash representing the actual position of the associated aircraft. Normally, the control slash is the one closest to the interrogating radar beacon site. When ARTCC radar is operating in narrowband (digitized) mode, the control slash is converted to a target symbol.

CONTROLLED AIRSPACE- An airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification.

a. Controlled airspace is a generic term that covers Class A, Class B, Class C, Class D, and Class E airspace.

b. Controlled airspace is also that airspace within which all aircraft operators are subject to certain pilot qualifications, operating rules, and equipment requirements in 14 CFR Part 91 (for specific operating requirements, please refer to 14 CFR Part 91). For IFR operations in any class of controlled airspace, a pilot must file an IFR flight plan and receive an appropriate ATC clearance. Each Class B, Class C, and Class D airspace area designated for an airport contains at least one primary airport around which the airspace is designated (for specific designations and descriptions of the airspace classes, please refer to 14 CFR Part 71).

c. Controlled airspace in the United States is designated as follows:

1. CLASS A- Generally, that airspace from 18,000 feet MSL up to and including FL 600, including the airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska. Unless otherwise authorized, all persons must operate their aircraft under IFR.

2. CLASS B- Generally, that airspace from the surface to 10,000 feet MSL surrounding the nation’s busiest airports in terms of airport operations or passenger enplanements. The configuration of each Class B airspace area is individually tailored and consists of a surface area and two or more layers (some Class B airspaces areas resemble upside-down wedding cakes), and is designed to contain all published instrument procedures once an aircraft enters the airspace. An ATC clearance is required for all aircraft to operate in the area, and all aircraft that are so cleared receive separation services within the airspace. The cloud clearance requirement for VFR operations is “clear of clouds.”

3. CLASS C- Generally, that airspace from the surface to 4,000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and that have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C area is individually tailored, the airspace usually consists of a surface area with a 5 nautical mile (NM) radius, a circle with a 10NM radius that extends no lower than 1,200 feet up to 4,000 feet above the airport elevation and an outer area that is not charted. Each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while within the airspace. VFR aircraft are only separated from IFR aircraft within the airspace.

(See OUTER AREA.)

4. CLASS D- Generally, that airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and when instrument procedures are published, the airspace will normally be designed to contain the procedures. Arrival extensions for instrument approach procedures may be Class D or Class E

airspace. Unless otherwise authorized, each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while in the airspace. No separation services are provided to VFR aircraft.

5. CLASS E- Generally, if the airspace is not Class A, Class B, Class C, or Class D, and it is controlled airspace, it is Class E airspace. Class E airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace will be configured to contain all instrument procedures. Also in this class are Federal airways, airspace beginning at either 700 or 1,200 feet AGL used to transition to/from the terminal or en route environment, en route domestic, and offshore airspace areas designated below 18,000 feet MSL. Unless designated at a lower altitude, Class E airspace begins at 14,500 MSL over the United States, including that airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska, up to, but not including 18,000 feet MSL, and the airspace above FL 600.

CONTROLLED AIRSPACE [ICAO]- An airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification.

Note: Controlled airspace is a generic term which covers ATS airspace Classes A, B, C, D, and E.

CONTROLLED TIME OF ARRIVAL- Arrival time assigned during a Traffic Management Program. This time may be modified due to adjustments or user options.

CONTROLLER-

(See AIR TRAFFIC CONTROL SPECIALIST.)

CONTROLLER [ICAO]- A person authorized to provide air traffic control services.

CONTROLLER PILOT DATA LINK COMMUNICATIONS (CPDLC)- A two-way digital very high frequency (VHF) air/ground communications system that conveys textual air traffic control messages between controllers and pilots.

CONVECTIVE SIGMET- A weather advisory concerning convective weather significant to the safety of all aircraft. Convective SIGMETs are issued for tornadoes, lines of thunderstorms, embedded thunderstorms of any intensity level, areas of thunderstorms greater than or equal to VIP level 4 with an area coverage of $^{4}/_{10}$ (40%) or more, and hail $^{3}/_{4}$ inch or greater.

(See AIRMET.)

(See AWW.)

(See CWA.)

(See SIGMET.)

(Refer to AIM.)

CONVECTIVE SIGNIFICANT METEOROLOGICAL INFORMATION-

(See CONVECTIVE SIGMET.)

COORDINATES- The intersection of lines of reference, usually expressed in degrees/minutes/seconds of latitude and longitude, used to determine position or location.

COORDINATION FIX- The fix in relation to which facilities will handoff, transfer control of an aircraft, or coordinate flight progress data. For terminal facilities, it may also serve as a clearance for arriving aircraft.

COPTER-

(See HELICOPTER.)

CORRECTION- An error has been made in the transmission and the correct version follows.

COUPLED APPROACH- A coupled approach is an instrument approach performed by the aircraft autopilot which is receiving position information and/or steering commands from onboard navigation equipment. In general, coupled nonprecision approaches must be discontinued and flown manually at altitudes lower than 50 feet below the minimum descent altitude, and coupled precision approaches must be flown manually below 50 feet AGL.

Note: Coupled and autoland approaches are flown in VFR and IFR. It is common for carriers to require their crews to fly coupled approaches and autoland approaches (if certified) when the weather conditions are less than approximately 4,000 RVR.

(See AUTOLAND APPROACH.)

COURSE-

a. The intended direction of flight in the horizontal plane measured in degrees from north.

b. The ILS localizer signal pattern usually specified as the front course or the back course.

c. The intended track along a straight, curved, or segmented MLS path.

(See BEARING.)
(See INSTRUMENT LANDING SYSTEM.)
(See MICROWAVE LANDING SYSTEM.)
(See RADIAL.)

CPDLC–

(See CONTROLLER PILOT DATA LINK COMMUNICATIONS.)

CPL [ICAO]–

(See ICAO term CURRENT FLIGHT PLAN.)

CRITICAL ENGINE– The engine which, upon failure, would most adversely affect the performance or handling qualities of an aircraft.

CROSS (FIX) AT (ALTITUDE)– Used by ATC when a specific altitude restriction at a specified fix is required.

CROSS (FIX) AT OR ABOVE (ALTITUDE)– Used by ATC when an altitude restriction at a specified fix is required. It does not prohibit the aircraft from crossing the fix at a higher altitude than specified; however, the higher altitude may not be one that will violate a succeeding altitude restriction or altitude assignment.

(See ALTITUDE RESTRICTION.)
(Refer to AIM.)

CROSS (FIX) AT OR BELOW (ALTITUDE)– Used by ATC when a maximum crossing altitude at a specific fix is required. It does not prohibit the aircraft from crossing the fix at a lower altitude; however, it must be at or above the minimum IFR altitude.

(See ALTITUDE RESTRICTION.)
(See MINIMUM IFR ALTITUDES.)
(Refer to 14 CFR Part 91.)

CROSSWIND–

a. When used concerning the traffic pattern, the word means "crosswind leg."

(See TRAFFIC PATTERN.)

b. When used concerning wind conditions, the word means a wind not parallel to the runway or the path of an aircraft.

(See CROSSWIND COMPONENT.)

CROSSWIND COMPONENT– The wind component measured in knots at 90 degrees to the longitudinal axis of the runway.

CRUISE– Used in an ATC clearance to authorize a pilot to conduct flight at any altitude from the minimum IFR altitude up to and including the altitude specified in the clearance. The pilot may level off at any intermediate altitude within this block of airspace. Climb/descent within the block is to be made at the discretion of the pilot. However, once the pilot starts descent and verbally reports leaving an altitude in the block, he/she may not return to that altitude without additional ATC clearance. Further, it is approval for the pilot to proceed to and make an approach at destination airport and can be used in conjunction with:

a. An airport clearance limit at locations with a standard/special instrument approach procedure. The CFRs require that if an instrument letdown to an airport is necessary, the pilot shall make the letdown in accordance with a standard/special instrument approach procedure for that airport, or

b. An airport clearance limit at locations that are within/below/outside controlled airspace and without a standard/special instrument approach procedure. Such a clearance is NOT AUTHORIZATION for the pilot to descend under IFR conditions below the applicable minimum IFR altitude nor does it imply that ATC is exercising control over aircraft in Class G airspace; however, it provides a means for the aircraft to proceed to destination airport, descend, and land in accordance with applicable CFRs governing VFR flight operations. Also, this provides search and rescue protection until such time as the IFR flight plan is closed.

(See INSTRUMENT APPROACH PROCEDURE.)

CRUISE CLIMB– A climb technique employed by aircraft, usually at a constant power setting, resulting in an increase of altitude as the aircraft weight decreases.

CRUISING ALTITUDE– An altitude or flight level maintained during en route level flight. This is a constant altitude and should not be confused with a cruise clearance.

(See ALTITUDE.)
(See ICAO term CRUISING LEVEL.)

CRUISING LEVEL–

(See CRUISING ALTITUDE.)

CRUISING LEVEL [ICAO]– A level maintained during a significant portion of a flight.

AN/TPX-42 Interrogator System. The Navy has two adaptations of the DAIR System-Carrier Air Traffic Control Direct Altitude and Identification Readout System for Aircraft Carriers and Radar Air Traffic Control Facility Direct Altitude and Identity Readout System for land-based terminal operations. The DAIR detects, tracks, and predicts secondary radar aircraft targets. Targets are displayed by means of computer-generated symbols and alphanumeric characters depicting flight identification, altitude, ground speed, and flight plan data. The DAIR System is capable of interfacing with ARTCCs.

DIRECTION FINDER- A radio receiver equipped with a directional sensing antenna used to take bearings on a radio transmitter. Specialized radio direction finders are used in aircraft as air navigation aids. Others are ground-based, primarily to obtain a "fix" on a pilot requesting orientation assistance or to locate downed aircraft. A location "fix" is established by the intersection of two or more bearing lines plotted on a navigational chart using either two separately located Direction Finders to obtain a fix on an aircraft or by a pilot plotting the bearing indications of his/her DF on two separately located ground-based transmitters, both of which can be identified on his/her chart. UDFs receive signals in the ultra high frequency radio broadcast band; VDFs in the very high frequency band; and UVDFs in both bands. ATC provides DF service at those air traffic control towers and flight service stations listed in the Airport/Facility Directory and the DOD FLIP IFR En Route Supplement.

(See DF FIX.)

(See DF GUIDANCE.)

DIRECTLY BEHIND- An aircraft is considered to be operating directly behind when it is following the actual flight path of the lead aircraft over the surface of the earth except when applying wake turbulence separation criteria.

DISCRETE BEACON CODE-

(See DISCRETE CODE.)

DISCRETE CODE- As used in the Air Traffic Control Radar Beacon System (ATCRBS), any one of the 4096 selectable Mode 3/A aircraft transponder codes except those ending in zero zero; e.g., discrete codes: 0010, 1201, 2317, 7777; nondiscrete codes: 0100, 1200, 7700. Nondiscrete codes are normally reserved for radar facilities that are not equipped with discrete decoding capability and for other purposes such as emergencies (7700), VFR aircraft (1200), etc.

(See RADAR.)

(Refer to AIM.)

DISCRETE FREQUENCY- A separate radio frequency for use in direct pilot-controller communications in air traffic control which reduces frequency congestion by controlling the number of aircraft operating on a particular frequency at one time. Discrete frequencies are normally designated for each control sector in en route/terminal ATC facilities. Discrete frequencies are listed in the Airport/Facility Directory and the DOD FLIP IFR En Route Supplement.

(See CONTROL SECTOR.)

DISPLACED THRESHOLD- A threshold that is located at a point on the runway other than the designated beginning of the runway.

(See THRESHOLD.)

(Refer to AIM.)

DISTANCE MEASURING EQUIPMENT- Equipment (airborne and ground) used to measure, in nautical miles, the slant range distance of an aircraft from the DME navigational aid.

(See MICROWAVE LANDING SYSTEM.)

(See TACAN.)

(See VORTAC.)

DISTRESS- A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance.

DIVE BRAKES-

(See SPEED BRAKES.)

DIVERSE VECTOR AREA- In a radar environment, that area in which a prescribed departure route is not required as the only suitable route to avoid obstacles. The area in which random radar vectors below the MVA/MIA, established in accordance with the TERPS criteria for diverse departures, obstacles and terrain avoidance, may be issued to departing aircraft.

DIVERSION (DVRSN)- Flights that are required to land at other than their original destination for reasons beyond the control of the pilot/company, e.g. periods of significant weather.

DME-

(See DISTANCE MEASURING EQUIPMENT.)

DME FIX- A geographical position determined by reference to a navigational aid which provides distance and azimuth information. It is defined by a specific distance in nautical miles and a radial, azimuth, or course (i.e., localizer) in degrees magnetic from that aid.

(See DISTANCE MEASURING EQUIPMENT.)
(See FIX.)
(See MICROWAVE LANDING SYSTEM.)

DME SEPARATION- Spacing of aircraft in terms of distances (nautical miles) determined by reference to distance measuring equipment (DME).

(See DISTANCE MEASURING EQUIPMENT.)

DOD FLIP- Department of Defense Flight Information Publications used for flight planning, en route, and terminal operations. FLIP is produced by the National Imagery and Mapping Agency (NIMA) for world-wide use. United States Government Flight Information Publications (en route charts and instrument approach procedure charts) are incorporated in DOD FLIP for use in the National Airspace System (NAS).

DOMESTIC AIRSPACE- Airspace which overlies the continental land mass of the United States plus Hawaii and U.S. possessions. Domestic airspace extends to 12 miles offshore.

DOWNBURST- A strong downdraft which induces an outburst of damaging winds on or near the ground. Damaging winds, either straight or curved, are highly divergent. The sizes of downbursts vary from 1/2 mile or less to more than 10 miles. An intense downburst often causes widespread damage. Damaging winds, lasting 5 to 30 minutes, could reach speeds as high as 120 knots.

DOWNWIND LEG-

(See TRAFFIC PATTERN.)

DP-

(See INSTRUMENT DEPARTURE PROCEDURE.)

DRAG CHUTE- A parachute device installed on certain aircraft which is deployed on landing roll to assist in deceleration of the aircraft.

DSP-

(See DEPARTURE SEQUENCING PROGRAM.)

DT-

(See DELAY TIME.)

DTAS-

(See DIGITAL TERMINAL AUTOMATION SYSTEM.)

DUE REGARD- A phase of flight wherein an aircraft commander of a State-operated aircraft assumes responsibility to separate his/her aircraft from all other aircraft.

(See also FAAO 7110.65, Para 1-2-1, WORD MEANINGS.)

DUTY RUNWAY-

(See RUNWAY IN USE/ACTIVE RUNWAY/DUTY RUNWAY.)

DVA-

(See DIVERSE VECTOR AREA.)

DVFR-

(See DEFENSE VISUAL FLIGHT RULES.)

DVFR FLIGHT PLAN- A flight plan filed for a VFR aircraft which intends to operate in airspace within which the ready identification, location, and control of aircraft are required in the interest of national security.

DVRSN-

(See DIVERSION.)

DYNAMIC- Continuous review, evaluation, and change to meet demands.

DYNAMIC RESTRICTIONS- Those restrictions imposed by the local facility on an “as needed” basis to manage unpredictable fluctuations in traffic demands.

SEPARATION- In air traffic control, the spacing of aircraft to achieve their safe and orderly movement in flight and while landing and taking off.

(See SEPARATION MINIMA.)

(See ICAO term SEPARATION.)

SEPARATION [ICAO]- Spacing between aircraft, levels or tracks.

SEPARATION MINIMA- The minimum longitudinal, lateral, or vertical distances by which aircraft are spaced through the application of air traffic control procedures.

(See SEPARATION.)

SERVICE- A generic term that designates functions or assistance available from or rendered by air traffic control. For example, Class C service would denote the ATC services provided within a Class C airspace area.

SEVERE WEATHER AVOIDANCE PLAN- An approved plan to minimize the affect of severe weather on traffic flows in impacted terminal and/or ARTCC areas. SWAP is normally implemented to provide the least disruption to the ATC system when flight through portions of airspace is difficult or impossible due to severe weather.

SEVERE WEATHER FORECAST ALERTS- Preliminary messages issued in order to alert users that a Severe Weather Watch Bulletin (WW) is being issued. These messages define areas of possible severe thunderstorms or tornado activity. The messages are unscheduled and issued as required by the Storm Prediction Center (SPC) at Norman, Oklahoma.

(See AIRMET.)

(See CONVECTIVE SIGMET.)

(See CWA.)

(See SIGMET.)

SFA-

(See SINGLE FREQUENCY APPROACH.)

SFO-

(See SIMULATED FLAMEOUT.)

SHF-

(See SUPER HIGH FREQUENCY.)

SHORT RANGE CLEARANCE- A clearance issued to a departing IFR flight which authorizes IFR flight to a specific fix short of the destination while air traffic control facilities are coordinating and obtaining the complete clearance.

SHORT TAKEOFF AND LANDING AIRCRAFT- An aircraft which, at some weight within its approved operating weight, is capable of operating from a STOL runway in compliance with the applicable STOL characteristics, airworthiness, operations, noise, and pollution standards.

(See VERTICAL TAKEOFF AND LANDING AIRCRAFT.)

SIAP-

(See STANDARD INSTRUMENT APPROACH PROCEDURE.)

SID-

(See STANDARD INSTRUMENT DEPARTURE.)

SIDESTEP MANEUVER- A visual maneuver accomplished by a pilot at the completion of an instrument approach to permit a straight-in landing on a parallel runway not more than 1,200 feet to either side of the runway to which the instrument approach was conducted.

(Refer to AIM.)

SIGMET- A weather advisory issued concerning weather significant to the safety of all aircraft. SIGMET advisories cover severe and extreme turbulence, severe icing, and widespread dust or sandstorms that reduce visibility to less than 3 miles.

(See AIRMET.)

(See AWW.)

(See CONVECTIVE SIGMET.)

(See CWA.)

(See ICAO term SIGMET INFORMATION.)

(Refer to AIM.)

SIGMET INFORMATION [ICAO]- Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operations.

SIGNIFICANT METEOROLOGICAL INFORMATION-

(See SIGMET.)

SIGNIFICANT POINT- A point, whether a named intersection, a NAVAID, a fix derived from a NAVAID(s), or geographical coordinate expressed in degrees of latitude and longitude, which is established for the purpose of providing separation, as a reporting point, or to delineate a route of flight.

SIMPLIFIED DIRECTIONAL FACILITY– A NAVAID used for nonprecision instrument approaches. The final approach course is similar to that of an ILS localizer except that the SDF course may be offset from the runway, generally not more than 3 degrees, and the course may be wider than the localizer, resulting in a lower degree of accuracy.

(Refer to AIM.)

SIMULATED FLAMEOUT– A practice approach by a jet aircraft (normally military) at idle thrust to a runway. The approach may start at a runway (high key) and may continue on a relatively high and wide downwind leg with a continuous turn to final. It terminates in landing or low approach. The purpose of this approach is to simulate a flameout.

(See FLAMEOUT.)

SIMULTANEOUS ILS APPROACHES– An approach system permitting simultaneous ILS/MLS approaches to airports having parallel runways separated by at least 4,300 feet between centerlines. Integral parts of a total system are ILS/MLS, radar, communications, ATC procedures, and appropriate airborne equipment.

(See PARALLEL RUNWAYS.)

(Refer to AIM.)

SIMULTANEOUS MLS APPROACHES–

(See SIMULTANEOUS ILS APPROACHES.)

SINGLE DIRECTION ROUTES– Preferred IFR Routes which are sometimes depicted on high altitude en route charts and which are normally flown in one direction only.

(See PREFERRED IFR ROUTES.)

(Refer to AIRPORT/FACILITY DIRECTORY.)

SINGLE FREQUENCY APPROACH– A service provided under a letter of agreement to military single-piloted turbojet aircraft which permits use of a single UHF frequency during approach for landing. Pilots will not normally be required to change frequency from the beginning of the approach to touchdown except that pilots conducting an en route descent are required to change frequency when control is transferred from the air route traffic control center to the terminal facility. The abbreviation "SFA" in the DOD FLIP IFR Supplement under "Communications" indicates this service is available at an aerodrome.

SINGLE-PILOTED AIRCRAFT– A military turbojet aircraft possessing one set of flight controls, tandem cockpits, or two sets of flight controls but operated by one pilot is considered single-piloted by ATC when determining the appropriate air traffic service to be applied.

(See SINGLE FREQUENCY APPROACH.)

SKYSPOTTER– A pilot who has received specialized training in observing and reporting inflight weather phenomena.

SLASH– A radar beacon reply displayed as an elongated target.

SLDI–

(See SECTOR LIST DROP INTERVAL.)

SLOT TIME–

(See METER FIX TIME/SLOT TIME.)

SLOW TAXI– To taxi a float plane at low power or low RPM.

SN–

(See SYSTEM STRATEGIC NAVIGATION.)

SPEAK SLOWER– Used in verbal communications as a request to reduce speech rate.

SPECIAL ACTIVITY AIRSPACE (SAA)– Any airspace with defined dimensions within the National Airspace System wherein limitations may be imposed upon aircraft operations. This airspace may be restricted areas, prohibited areas, military operations areas, air ATC assigned airspace, and any other designated airspace areas. The dimensions of this airspace are programmed into URET and can be designated as either active or inactive by screen entry. Aircraft trajectories are constantly tested against the dimensions of active areas and alerts issued to the applicable sectors when violations are predicted.

(See USER REQUEST EVALUATION TOOL.)

SPECIAL EMERGENCY– A condition of air piracy or other hostile act by a person(s) aboard an aircraft which threatens the safety of the aircraft or its passengers.

SPECIAL INSTRUMENT APPROACH PROCEDURE–

(See INSTRUMENT APPROACH PROCEDURE.)

SPECIAL USE AIRSPACE– Airspace of defined dimensions identified by an area on the surface of the earth wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations that are not a part of those activities. Types of special use airspace are: